

Knickerbocker for June.
KNICKERBOCKER for June just received and for sale
 by CRUMP & WELSH,
 m30 j&b 84 Fourth st., near Market.

EVENING BULLETIN.

TUESDAY EVENING, AUGUST 18, 1857.

CONVICTED.—Wm. H. Wash, whose imprisonment in Richmond, Va., for forging bounty land papers we announced some time ago, has pleaded guilty under two indictments against him, and the balance have been quashed. As he is old, his sentence will probably keep him out of the way of similar crimes for the balance of his days.

THE OCEAN TELEGRAPH.—The New York Times contains a lengthy account of the progress and prospects of the Atlantic telegraph, from its special correspondent, who is on board the U. S. frigate Niagara. We give the following extracts from it, which are of general interest:

All of us who are in the work are sanguine of its success. But it is impossible not to see that the same feeling of confidence does not pervade the business community at large upon this side of the water. The magnitude of the undertaking and the peculiar and novel character of the difficulties which attend it very naturally create great doubt in the minds of cautious people, and I think the prevailing impression in the English mind is, that the enterprise will fail. At the same time the feeling is universal that the failure, if it occurs, will be only temporary, that the effort will be at once renewed and will be prosecuted under whatever difficulties and against whatever obstacles, to final and complete success. For my own part I confess my surprise at the extent and perfection of the precautions which have been taken against perils of every kind. There has been one very serious and singular blunder, certainly, in the construction of the wire, one-half of it being twisted from right to left and the other half from left to right. The consequence of this must be that when the two are united any strain upon the cable must tend to untwist the whole. There has been a little newspaper controversy as to the responsibility for this curious mistake—each of the manufacturing establishments concerned alleging its own innocence, on the ground that it was entirely ignorant of the proceedings of the other. All, however, now concur in saying that the mistake is one of slight importance, as it is evidently their interest to do it. I hope it may prove so, but I have my fears.

The cable is to be sunk, as the vessel proceeds, solely by its own weight, and its size has therefore been very carefully adapted to meet the several conditions which this implies. The weight of the cable, as finally decided upon, after a great variety of very carefully conducted experiments, is from nine hundred hundred weight to one ton; and every part of it has been proved, by actual test, to be capable of bearing, with impunity, a direct strain of one ton. When it is immersed in salt water, its relative weight will be considerably diminished, its downward pressure being somewhat under 14 cwt. per mile. The greatest depth of the sea along the line where the cable is to be laid is 12,420 feet, or a little over two miles; consequently, if enough of the rope were suffered to hang motionless from one of the vessels to reach the bottom in this depth, the strain to be borne by it would be less than a ton and a half. This will be still further reduced by the fact that, while the vessel is in motion, the cable will be buoyed up by its friction upon the water. The strain put upon it will not be like that put upon a rope by a depending weight, but like that put upon the thread of the silk worm as it is reeled off rapidly from the cocoon. There seems, therefore, no reason to apprehend any danger to the cable from its own weight. It is strong enough to sustain a strain far greater than is likely to be put upon it, at all events, in good weather and under ordinary circumstances.

It will be the 3d of August before the work of laying the cable will be commenced. The line over which the vessels will proceed while dropping the cable will be, as nearly as possible, the line of the great circle which lies between the mid-race of Trinity Bay, Newfoundland, and the mid-race of Valentia Harbor, in Ireland. The length of the arc is 1,834 miles, and its central point is in latitude 52 deg. 4 m. N., and in longitude 32 deg. 32 m. W. The maximum speed of the vessels, while paying out the cable, is estimated at five miles per hour—but probably 100 miles a day is quite as much as they will be able to accomplish. The 20th of August, therefore, is quite as early a day as their arrival on the Western Coast can be anticipated, even if they should suffer no detention from storms. As you already know, the cable is 600 miles longer than the route upon which it is to be laid; this provision has been made purely as a precautionary measure, in case the vessel should be driven out of the direct and shortest route—in case any portion of the cable should require to be cut away, &c. It is undoubtedly ample for all contingencies which are at all likely to arise.

The machinery for paying out the cable has been very carefully adapted to meet all the service that may be required of it—in calm and in storm—and is intended to give the most complete control and mastery of the cable under all circumstances. The controlling machine, as it is styled, stands behind the mizzen-mast, and is connected by a long cable, four inches in diameter, with the mizzen-mast, and is, in fact, a cast-iron sheave, or cylinder, about five feet in diameter, are raised in line with one another, fore and aft. The first, commencing forward, is single-grooved, the second and third are double-grooved, and the fourth is single-grooved. The cable, as it comes up from the hold of the ship, passes over one of the grooves in the second drum—then under it backwards and over and around the first single drum—thence it returns over the remaining groove in the second—then it goes directly across to one groove in the third, following but a small arc in its periphery—then to the last single drum and downward around this back to the second double one, and, finally, over the unoccupied groove in that to a fifth grooved drum standing out upon rigid arms over the stern, from which it is dropped into the sea. The grooves in all these drums are exactly adapted, in size and form, to the cable. The passing and repassing of the cable over them serves to afford friction surface for controlling the velocity of the rope in passing out. But additional checks for this purpose are provided. The four drums are so connected by gearing that their motions are exactly coincident, the motion of any one of them involving corresponding motion in all the rest. Upon two of the shafts, moreover, friction-wheels are applied, in principle as those used upon railroads—are applied, to control the velocity of the drums; and to these, which are worked by a screw, is attached a balance, which will indicate the precise amount of strain thrown upon the cable at any moment.

The screw is worked by a crank, at which will be stationed an officer, whose duty it will be to watch the balance and regulate the friction of the brakes accordingly. In the electrician's department there will be signals every second, by electrical currents passed through the entire length of the cable from the ship to the shore. At the side of the vessels there are also patent logs hanging down into the water with vanes and wheels, turning faster or slower, according to the velocity with which the ship draws them through the water. One of these wheels has been so arranged as to make and break an electric circuit at every revolution, and record upon the deck of the ship, by apparatus provided for the purpose, the speed of the vessel. A bell will also sound upon every passage of the electric current through the cable. The brakemen, therefore, will watch the balance which indicates the strain upon the cable, and tighten or relax it, as occasion may require. He will also listen for the bell, and if at any time its sound ceases, indicating an interruption in the circuit, he will stop the machinery, provided for the purpose, and worked by a horizontal steam engine of about 20 horse-power, will be at once set to work gathering up the slack rope as the vessel moves astern, the electrician all the while testing the insulating continuity of the cable, yard by yard, until the defective portion has been discovered. This will then be cut out and the gap supplied by joining up the ends of the uninjured parts, when the paying out and testing will be resumed as at the first.

Special provision, too, has been made for storms. In ordinary weather, or even with brisk, strong winds, either ahead or astern, the work can go on without interruption, as the motion will not be so great as to prevent the machinery from retaining complete control of the cable. But, if the wind should blow astern so heavily as to make it necessary for the vessel to come up head to the wind, an

apparatus has been prepared for paying out over the bow, similar to that already described. And in case a regular gale should arise, strong enough to render it impossible for the vessel safely to retain hold of the cable at all, preparations have been made for abandoning it temporarily. Upon the deck stand two large reels, each wound round with a very strong auxiliary cable, composed of iron wire only, and capable of resisting a strain of ten or twelve tons. Of this there are about two miles and a half on each reel. In case of a heavy storm, rendering necessary the abandonment of the cable, it would be cut, and the sea end attached to the end of one of the strong iron cords wound upon a reel. This would then be rapidly let out, and the Telegraph cable lowered to the bottom of the sea, leaving the entire strain of the tempest to be borne by the iron cord. As soon as possible, moreover, the end of this cord would be attached to immense buoys, shaped like the quill float of the angler's line, and provided with reflectors, so as to be easily seen, which would be tossed overboard, and left to sustain the cable until the storm should subside, when they would again be picked up, the cable recovered and rejoined to the part remaining upon the ship, and the work proceed as before.

There is no apparent difficulty in the wires remaining undisturbed by any of the ordinary agencies that vex the ocean. Storms cannot reach it. The bed upon which it will lie is, as you know from the published surveys, almost level, lying from 9,000 to 12,000 feet below the surface, entirely free from those sudden elevations and depressions which mark other portions of the bed of the ocean, and composed of what seems to be fine sand, but which proves, upon microscopic examination, to be the shells and outside skeletons of myriads of creatures which live in the tropical waters, and have been swept up into these northern latitudes by the gulf-stream. The presence of these shells here proves the calm and undisturbed character of the water in which they are found. The cable once deposited upon this bed is almost certain to be covered by the accumulation of these shells, which, moreover, have a tendency to agglutinate themselves round masses of metal, and preserve them from rust. There are many men of science who express the opinion that, if a telegraph cable were once deposited in this submarine burial ground of the Diatoms, it would not only be in a tranquil and undisturbed retreat, but that after a few years it would actually be built in there by a flinty pavement, which no trifling exertion could manage to penetrate, that it would not only be at the bottom of the ocean but would become an integral and permanent part of the ocean bed. Nor is the cable in this latitude exposed to interference from the anchors of ships, for it is not a region where ships ever anchor. The only danger which, so far as I see, the cable is exposed to, is that of icebergs drifting southward and getting around, or grinding along upon the bottom of the sea, as they are known sometimes to do, for scores and even hundreds of miles.

It has been feared, and with much apparent reason, that the copper wire which runs along the centre of the cable, and which is the only conducting and useful part of it, might be broken, or so stretched and attenuated as no longer to answer the purpose of a conductor. Very complete precautions have been taken against both these dangers. In the first place, the central copper wire, instead of being a single wire, is a strand of seven, six wires being twisted, side by side, around a seventh. It is not likely that the conducting wire will be subjected to any strain severe enough to break all the seven at one and the same spot. Some one or more of them may break, but scarcely any two of them would be likely to break in the same place. Now it has been demonstrated that all of the seven wires might be broken at different parts of the strand, and even hundreds of times, without destroying or essentially impairing the capacity of the wire for the transmission of the electric current. In regard to the second ground of apprehension, that the stretching of the copper wire, in consequence of the weight it may be required to sustain while the cable is being laid down, may impair its conducting power, the result of precautionary experiments is equally satisfactory.

It has been feared, too, that the insulation of the conducting wire might be destroyed or seriously diminished. The insulating substance, as you know, is gutta percha, and the coating put on is unusually thick, in order to render the insulation as perfect as possible. This object is also promoted by several layers of gutta percha being laid on in succession, so that, if there should prove to be a flaw in any one coat, the imperfection is sure to be removed when the next one is added. The efficacy of this proceeding has been tested by making a great number of holes, near together, in the first coating of a fragment of the wire, and then applying the second coating in the usual way. The insulation of the strand was found to be perfect under these circumstances and so continued, even when the covered wire was subjected to a hydraulic pressure amounting to five tons on the square inch. The utmost care has been taken in the preparation of the gutta percha, which is used as an insulator.

But supposing all these difficulties to have been surmounted, and all the sources of danger to have been obviated, there are many who still doubt whether it has been satisfactorily shown that an electric current can be transmitted through a submarine wire, by the power of a single battery, with sufficient force to be made available in recording distances of great extent. How, then, can we prove to be in the end, the matter has certainly received the most careful attention of the scientific gentlemen connected with the enterprise.

For this purpose, last year the various lines of telegraph under charge of the English and Irish Magnetic Telegraph Company were used, and they are so extensive, have so many ramifications, and each line contains so many separate wires, that a continuous length of nearly 5,000 miles could be made up among them. The experiments were made with great care, under the supervision of Mr. Bright, the engineer, and Mr. Whitehouse, the electrician of the company. On the night of the 10th of October, 1856, ten gutta-percha-covered wires, each measuring over 200 miles, were connected, so that a continuous circuit was formed of above 2,000 miles, and signals were distinctly and satisfactorily telegraphed through the whole length, at the rate of 210, 211, and upon one occasion 270 per minute. Experiment having shown that the conditions present in insulated wires placed under the ground and beneath the sea are strictly analogous, this result was regarded as establishing, beyond all reasonable doubt, the practicability of working the Transatlantic Telegraph.

A still further experiment will be made to-morrow, when the ends of the cables upon the towers will be joined, and the attempt will be made to send an electric current through the entire length of 2,500 miles. The result you will probably learn by telegraph through the London or Liverpool papers. [A dispatch received from the Liverpool correspondent of the Associated Press, which has already been published in the Daily Times, states that this experiment was entirely successful—the current passing through the whole length of the cable in less than a second.]

The cost of the telegraph cable, as I have ascertained it from entirely reliable data, has been \$1,388,750. This is the cost of the cable only, and takes no account of the cost of electrical apparatus, various machinery on board the ships, &c., &c. There has been some discussion as to the rate of charges to be adopted for the line when completed. It cannot, however, exceed \$5 for a single message between London and New York.

I shall send this letter by the Canada, which leaves Liverpool to-morrow. The subsequent steamers will bring you reports of our progress; as sent from the ships by telegraph to London, and, unless we are all greatly mistaken, you may expect within ten days after receiving this to hear by telegraph from Newfoundland, of the safe arrival there of the western end of the telegraphic cable, and in due course of time I shall furnish you a detailed account of whatever may occur, of general interest, during this novel and remarkable expedition.

JOHN PHOENIX AT NAHANT.—The Boston Post has another letter from J. Phoenix, now at Nahant. He notes the following characteristics:

Our society is composed of people from all parts of the Union; Bostonians, social, affable, and particularly kind and attentive to strangers; Western people, cool, *distinct*, and difficult of access; and Southerners, lively, bustling, but close, calculating, and abstemious.

The following intelligence is not without fashionable interest:

"The Double Eye Glass Club." (D. I. G. C. they place after their names) are dishonored; two of them have improved so they can see through their glasses nearly as well as they can without them. It is quite refreshing to see a member take down his glass to read the morning papers, and the haste with which he replaces it if surprised by an outsider. A friend of mine named M—, from New Orleans, who has always had a taste for fashionable life, and in fact has nearly starved himself to death to improve his figure, being anxious to join the club, went to Boston yesterday for the purpose of procuring the tools. Entering a fashionable jewelry establishment he made known his wishes, and a box of double eye glasses was placed at once before him. "What folks would you prefer, sir?" inquired the shopkeeper with immense politeness. "Window glass," replied M—, solemnly. "I'm not near-sighted, sir; I'm stopping at Nahant." "Oh, exactly," said the jeweler, and he fitted out his customer with great celerity. M. says he is afraid it won't work; the instrument pinches his nose to that extent that he has acquired a nasal pronunciation, and it is painful to him to bid his friends "Good boddig."

"THE BARKS IS IN HIM."—The Examiner, of New York, publishes a communication which opens with the following pithy anecdote:

Many years ago, an amusing incident occurred in our small village, which, from its applicability to things of more importance, impressed itself on my memory. A little lad, in crossing the street in front of my uncle's house to a small "dry goods and grocery store" on the other side, was frightened by the violent barking of a large dog near the shop, and had not courage to proceed. The owner seized the dog and then bade the child come on, as there was no danger. "Ah, but," said the little fellow, casting a dubious glance at the object of alarm, "the barks is in him!" This expression passed into a sort of proverb in our family, as a pithy statement of the truth that the nature remains the same, whatever the outward seeming, and may be expected to manifest itself at any favorable opportunity.

WORKING HIS PASSAGE.—A tall, awkward-looking chap, just from the Green Mountains of Vermont, came on board one of the splendid North River boats at Albany. His curiosity was amazingly excited at once, and he commenced "peeping," as he called it, into every nook and corner of the boat. The captain's office, the engine room, the barber's shop, all underwent his inspection; and then he went on deck, and stood looking in amazement at the lever beam, the chimneys, and the various "fixings," till at last he caught sight of the bell. This was the crowning wonder, and he viewed it from every position; walked around it, got down on his knees and looked up into it, and exclaimed:

"Wall, raly, this beats the bell on our meetin' house a great sight!"

By this time, the attention of the captain and several of the passengers was attracted to this genuine

"How much would you ask to let a feller ring this bell?"

"You may ring it for a dollar, sir," said the captain.

"Wall, it's a bargain, all fair and agreed, and no backing out!"

"It's a bargain, sir," said the captain.

Our hero went deliberately and brought a seat and took hold of the bell rope, and, having arranged everything to his satisfaction, commenced ringing, slowly at first, and gradually faster and faster, till everybody on the boat thought the boat was on fire, and rushed on deck, screaming with alarm. There stood the captain, and there sat the "Var-mounter," ringing away, first slow, and then fast, and then two or three taps at a time. The passengers began to expostulate; the captain said it was a bargain. But the passengers became urgent that the eternal clangor should be stopped. All the while there sat our hero undisturbed, ringing away more ways than a cockney chime-ringer ever dreamed of. At last the captain began to think it time to stop the simphon; but his answer was—

"A fair bargain, and no backing out," and he rang away for dear life.

"Wall, says the captain, 'what will you take to stop?'

"Well, cap'n, I guess I shant lose nothing if I take five dollars and a free passage to New York, but not a darned cent less."

"Well, walk down to the office and get your money and a passage ticket," said the captain.

THE LADY WHO FAINTS.—Certainly the English will never have, in that line, such nice inventions as the French. The following may be taken as superlative of the kind. One day in a law-suit before the Tribunal Correctionnel a young lady, smartly dressed, was called as a witness. The presiding judge asked her name and then put the question concerning her profession. "I am fainting," answered Madame in her sweetest tone. The gallant disciple of Thémis told an officer of the court to bring her a chair, and allowed sufficient time for recovering. Then "He not afraid, Madame," said he, "and please to tell me before you are sworn what is your profession?" "I am fainting," again whispered the pretty witness in a scarcely audible voice. This time the Vice President sent for a glass of water; the dame sipped it slowly, then, bowing gracefully to the judge, looked at him seemingly awaiting further questions. And again she was asked her profession. Wondering and amazed she answered, "But, Monsieur le President, I had already twice the honor to tell you that my profession is to faint." "To faint?" exclaimed the bench; "mean that you are a profession?" Madame answered in the affirmative, and explained that she gained a livelihood by going every evening in a fashionable dress to a stall at the Theatre de la Porte St. Martin, and fainting at the most tragical moment in the play. She added that her services were very valuable, and that the manager had never had to complain of the manner in which she performed her part. Unhappily by exposing thus publicly the *pot aux roses* her occupation was lost.—*Paris Letter.*

A SERENADE.—A gentleman, who recently put up at a log tavern in Wisconsin, was awakened by a young man, who commenced a serenade thus:
 "Oh, Sally Rice,
 I've called you twice,
 And you lie and snore!
 I pray you wake,
 And see your Jake,
 And open to him the door, or window,
 I don't care much which, for—
 It makes but little difference
 To either you or I—
 Big pig, little pig,
 Root hog, or die!"

A Western New York farmer writes as follows to a distinguished scientific agriculturist, to whom he felt under obligations for introducing a variety of swine:
 "Respected sir: I went yesterday to the Fair at M—; I found several pigs of your species; there was a great variety of beasts, and I was astonished at not seeing you there!"

A woman sometimes turns out to be a "little devil," and possibly the gentleman mentioned below was only a little *descriptive*, in his phraseology. A lady, relating her matrimonial experience, said: "At first, on retiring of a cold night, my husband used to say to me, 'Put your dear little footies with mine; but soon it was, 'Keep your hoofs off of me.'"

Mr. Eliza Riggs, of the firm of Corcoran & Riggs, of Washington, D. C., has entered into obligations with the proprietors of the City of Superior, at the head waters of Lake Superior, to erect, at that place, within two years, a hotel costing not less than \$100,000.

"See here, my friend, you are drunk." "To be sure I am, and have been for three years. You see, my brother and I are on a temperance mission—he lectures and I set a frightful example."

"WOODLAND CREAM."—A *Pamphlet for Beautifying the Hair*—highly perfumed, superior to any French article imported, and for half the price. For dressing Ladies' Hair it has no equal, giving it a bright and glossy appearance. It causes Gentlemen's Hair to curl in the most natural manner. It removes dandruff, always giving the Hair the appearance of being fresh shampooed. Price only fifty cents. None genuine unless signed

FETTERIDGE & CO.,
 Proprietors of the "Balm of a Thousand Flowers."
 For sale by all Druggists.
 J. S. MORRIS & SON, Agents.
 a22 j&b eod&wjeowly

Boarding.
 A GENTLEMAN AND HIS WIFE CAN OBTAIN a good boarding with pleasant rooms by inquiring at the northeast corner of Second and Green streets. References exchanged. a15 j&b

Wanted.
 A GOOD COOK, WASTIFER, AND IRONER can hear a first-rate situation by applying at this office. a14 j&b

KENTUCKY MECHANICS' INSTITUTE.
THE FIFTH ANNUAL EXHIBITION.

WILL BE HELD AT THE EXHIBITION HALL OF THE Institute, corner Fourth and Broadway, Louisville, Ky., commencing on Tuesday, the 18th of August, 1857. For such articles as the judges shall decide to be of superior merit GOLD, SILVER, and BRONZE MEDALS and DIPLOMAS will be awarded; and SPECIAL PREMIUMS for the most meritorious articles offered in the Exhibition. The interest felt by our Mechanics, Manufacturers, and Inventors in this enterprise will be greatly augmented by the numerous facilities afforded for the display of their productions through the thousands of strangers attracted here by the great National Agricultural Fair, which will be held near the city during the progress of our Exhibition. Contributions from all parts of the United States are cordially invited; and this is a most favorable opportunity to introduce evidence of skill in the industrial pursuits and the fine arts in the valley of the Mississippi. Our Exhibition Hall is amply large, and provided with steam power and shafting. Every facility will be afforded for the advantageous display of articles offered. Articles intended for exhibition at the National Fair may be removed for that purpose, provided notice be given at the time of entry. The Hall will be ready for the reception of goods Tuesday, Aug. 18, and opened for the reception of visitors Tuesday, Aug. 18, at 7 P. M. No article deposited after Tuesday, Aug. 18, can be entered for competition or premium, but will be received for competition only. Articles deposited for exhibition will be admitted free of charge. Articles accepted for exhibition must be carefully packed, and directed "Kentucky Mechanics' Institute, care of Thos. McGrain, Louisville, Ky." Premiums applying for space or desiring further information, apply to D. McPHERSON, Sec. Exhib. Committee. June 10 j&b lawd&wjd

FAMILY SEWING MACHINES.
 A. SUMNER,
 435 Main st.,
 Between Fifth and Sixth sts.,
 LOUISVILLE, KY.

June 25 j&b*ly

PICTURES.
 477 Main street, between Fourth and Fifth.

HARRIS'S GALLERY.
 feb 12 daily may 25 bly

Dr. King's Dispensary.
 DR. A. KING, a practitioner of New York for the last thirty years, has opened a Dispensary on Market, bet. First and Second, nearly opposite the Graham House. Location, for the treatment of Private Diseases, such as Gonorrhea, Syphilis, and all diseases of the skin and other diseases growing out of neglect or impure blood. His long experience and success enable him to act with confidence. All those who may confide their cure to him may rest assured that the disease will be effectually cured, and every vestige of the difficulties perfectly eradicated from their constitutions.

A full cure of old or recent date effectually cured in a few days by an operation which causes no pain. Where a stricture exists, general derangement of the whole constitution must ensue, a continuance of which will bring on a train of symptoms to be dreaded, and when cured, the constitution and cause premature old age.

SPINAL WEAKNESS.—Particular attention will be given to this disease, and all the consequences growing out of it, brought on, in many cases, by the destructive habits of inconsiderate youth and excessive indulgence of the passions, which undermine the constitution, rendering the subject unfit for either business or society, and causing premature old age.

Persons abroad, by writing and stating their cases, with a few lines (post-paid), can have the medicine sent to their address, with a necessary direction for using the same. The strictest secrecy observed in all cases. a15 j&b McGrain & Co. Dispensary from 9 o'clock to 6 o'clock, corner of 4th and Broadway.

Magazines.
 HARRIS'S for August. New supply, 20c. Godey's Lady's Book for September. A choice number. Price, 25c. CRUMP & WELSH, 84 Fourth st., near Market. a15 j&b

New and Valuable.
 LEWIS'S BIOGRAPHICAL HISTORY OF PHILOSOPHY from its origin in Greece to the present time. One volume octavo \$2.75. Two volumes two, \$3. Just received by CRUMP & WELSH, 84 Fourth st., near Market. a15 j&b

LAMARTINE'S HISTORY OF TURKEY—complete in 3 vols. Price \$3. Just received by CRUMP & WELSH, 84 Fourth st., near Market. a15 j&b

AMERICAN RAILWAY LIBRARY.
 A. B. French's Pocket-Book of Fun. Price 50c. Macrady's Biographical and Historical Sketches. Price 50c. CRUMP & WELSH, 84 Fourth st., near Market. a15 j&b

Another Large Arrival for Fall of 1857
 By C. DUVALL & CO., Main street,

THE BEST ORDER OF FINE FANCY AND STAPLE DRY GOODS.

Including Royal Wilton, Velvet, Brussels, 3-ply, and all other grades of Carpeting, with a full stock of CURTAIN GOODS AND TRIMMINGS.

We are now importing to this market the latest, most varied, and best assortment of goods ever brought to Louisville, and invite the attention of all purchasers, confident we can offer unusual inducements in the style, quality, and price of our stock, which we offer at our price only. a17 j&b C. DUVALL & CO., 537 Main st.

FIRST ARRIVAL.
 MARTIN & PENTON, 96 Fourth street,

HAVE just opened a full assortment of the following desirable articles: English and French Chintzes; Super Kid Gloves, all colors; A complete assortment of Shirts; A full line of Irish Linens; Musket Nets and Bars; Embroideries of every kind; Jaconet and Swiss sets, new styles; Do do do Collars, do; Linen and Muscette Sets; Belts and Belting; Heavy and fine brown and bleached Drillings; Plain black Silks; Gorge Collar and Sleeves; Hosiery and Bordered Handkerchiefs; Shirt Bosoms and Hosiery; New Hoop Skirts and Skirting; Silk Mitts, long and short; Plain de Laine and Travelling Goods; White Brilliants and Jaconets; To which the attention of purchasers is respectfully called. a15 j&b 96 Fourth st., between Market and Jefferson.

BRAITHWAITE'S RETROSPECT OF PRACTICAL MECHANICS AND SURGERY—part 3d. Uniform American edition. Price \$1. Just received by CRUMP & WELSH, 84 Fourth st., near Market. a14 j&b

SOFT HATS, for men, boys, and youths, of a superior quality, for sale low for cash by FRATHER, SMITH, & CO., 455 Main st. a14 j&b

STRAW HATS for men, boys, and youths for sale at reduced price. FRATHER, SMITH, & CO., a14 j&b

NEW GOODS.—G. B. Tabb, corner of Fourth and Market streets, received this morning by express a large lot of fancy goods, consisting in part of Laige de Cote Robes, entirely new; fringed-donned Robes, all colors; rich Bayader striped Silks; Tall Tourists, with ruffles; Oil Prints; Belting; French Chintz; Chintz Robes; plain and figured De Laines; Ticksters; Lace Mitts; Cambric Bands; Brochie Sashes; new style Skirts, &c. In a word, he is daily receiving goods that, in point of new and richness of style, cannot be excelled; and he invites those in search of the first receipts of the season to call and examine his desirable goods.

N. B. Until the 1st of September he offers at cost the following goods: Organdie and Barege Robes; plain Bareges; Organdie and Jaconet Muslins; Parasols; Lace Mantles, &c. a17 j&b

MOZART HALL.—There was a very fine attendance last evening at the opening concert of the Boyce & Wilson Opera Troupe. But it was by no means so large as the merit of the performances demanded. We have rarely heard better music. The different performers have evidently been scientifically trained, and create most excellent harmony. The dull evenings cannot be more pleasantly dispensed than by an attendance at Mozart Hall.

NEWSPAPER ADVERTISING AGENCY.—Mr. Win. Ely, a very excellent and responsible young gentleman, has established an agency for procuring advertisements and collecting accounts for newspapers. Our business men who wish to extend the reputation of their firm, should call on him. His office is at Melville's store, under the National Hotel.

AFFLICTED IN SPEECH, tarry not in all the plains till you go Dr. Jones, at the Galt House, and get cured.

NEURALGIA.—A gentleman living in Philadelphia says: "In passing through Pittsburg, some months since, I purchased a bottle of *Baithwaite's Holland Bitters*. It relieved me so much, that, on returning home, I bought two more bottles from Dr. Dvott, which completely cured me of Neuralgia. I have recommended the article to many of my friends, and four or five of the number say it cured them. I think that my recommendation has done more for its sale in Philadelphia than any other advertisement." (We are not permitted to publish the name, but any person calling at the store, or communicating with us by letter, will be convinced of the truth of this statement.) aug 15 j&b eod&wjl

A. JAEGER & CO.,
 Importers and Dealers in
 China, Glass, and Queensware,
 Nos. 119 and 121 Fourth st., Mozart Hall.

We are now receiving our fall stock of goods, consisting in part of—
 French China Dinner, Tea, and Toilet Sets;
 50 boxes assorted common Glassware;
 75 boxes assorted Crockery, common and Iron-Stone, &c. &c.
 Please call and examine our stock before making selections elsewhere, as we are selling at very low prices. A. JAEGER & CO., Nos. 119 and 121 Fourth st., Mozart Hall, between Market and Jefferson. a14 b

TO WHOM IT MAY CONCERN.
 ALL persons indebted to the firm of A. JAEGER & CO. are hereby notified to call and liquidate their accounts before the 30th inst., as on that day we shall pass all our accounts in hand for collection. A. JAEGER & CO., Nos. 119 and 121 Fourth st., Mozart Hall. a14 b

COUNTY AND CITY MERCHANTS are reminded that we have in store and are daily receiving a large and varied assortment of HATS, CAPS, and FURS for the fall trade. All of which we pledge ourselves to sell as low as they can be bought in the United States. FRATHER, SMITH, & CO., 455 Main st. a14 j&b

MOLESKIN, CASSIMERE, AND BEAVER DRESS HATS, of our own manufacture, ready for our sales this morning. FRATHER, SMITH, & CO., 455 Main st. a14 j&b

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AMERICAN AND IMPORTED TABLE AND POCKET CUTLERY, from the finest steel to the lowest price, for sale by A. McBRIDE, a15 j&b

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